



**CITY OF AUBURN
PUBLIC WORKS COMMITTEE**

December 1, 2008

DRAFT MINUTES

I. CALL TO ORDER

Chairman Rich Wagner called the meeting to order at 3:30 pm in Council Chambers, located on the first floor of Auburn City Hall, 25 West Main Street, Auburn, Washington. Committee members present were: Chairman Rich Wagner, Vice-Chair Gene Cerino, and Member Virginia Haugen. Also present during the meeting were: Mayor Peter B. Lewis, Director Dowdy, City Engineer/Assistant Director Dennis Selle, Assistant City Engineer Ingrid Gaub, Senior Project Engineer Bill Helbig, Utilities Engineer Dan Repp, Project Engineer Leah Dunsdon, Transportation Planner/Grants Manager Chris Hankins, Development Support Supervisor Gail Perkins, Storm Drainage Engineer Tim Carlaw, Sanitary Sewer Engineer Robert Elwell, Traffic Engineer Pablo Para, City Attorney Dan Heid, Finance Director Shelley Coleman, Assistant Planning Director Kevin Snyder, Principal Planner Jeff Dixon, Planner Chris Andersen, Citizen Wayne Osborne, and Department Secretary Jennifer Rigsby.

II. CONSENT AGENDA

A. APPROVAL OF MINUTES

It was moved by Vice-Chair Cerino, seconded by Member Haugen, that the Committee approve the Public Works Committee minutes for date, November 17, 2008.

Motion carried 3-0.

B. APPROVE FINAL PAY ESTIMATE NO. 1 TO CONTRACT NO. 08-11 FOR THE AMOUNT OF \$46,491.84 FOR A TOTAL CONTRACT PRICE OF \$46,491.84 TO DENNIS R. CRAIG CONSTRUCTION AND ACCEPT CONSTRUCTION OF PROJECT NO. CP0810, SE 316TH TRAFFIC CALMING IMPROVEMENTS

Chairman Wagner commented on the functionality of the traffic circles. Wagner asked if the signage cautioning drivers of the traffic circle on approach is standardized. Project Engineer Dunsdon answered that signage for traffic circles varies across the nation. Chairman Wagner requested further research be done on possible additional signage for advance warning of the traffic circles.

Member Haugen asked if the landscaping was completed and if the plants are drought resistant. Dunsdon answered the plants are being planted by the Parks Department, they are all on the approved traffic circle plant listing that the City of Seattle uses and are drought tolerant.

It was moved by Vice-Chair Cerino, seconded by Member Haugen, that the Committee recommend Council approve final pay estimate no. 1 to contract no. 08-11 to Dennis R. Craig Construction and accept construction of project no. CP0810, SE 316th Traffic Calming Improvements.

Motion carried 3-0.

- C. APPROVE FINAL PAY ESTIMATE NO. 1 TO CONTRACT NO. 08-16 FOR THE AMOUNT OF \$117,365.60 FOR A TOTAL CONTRACT PRICE OF \$117,365.60 TO DOOLITTLE CONSTRUCTION AND ACCEPT CONSTRUCTION OF PROJECT NO. CP0812, 2008 CITYWIDE ARTERIAL CRACK SEAL PROJECT

Member Haugen asked about the difference between chip seal and thin overlays in high traffic areas. Project Engineer Dunsdon answered chip seals and thin asphalt overlays are used in different situations. Assistant Director/City Engineer Selle continued thin asphalt overlays are done on residential streets where there is not a heavy traffic load. On arterials, with heavier traffic loading, a thicker overlay would be applied and each street is reviewed on a case by case basis to determine the best option.

Assistant Director/City Engineer Selle answered additional questions asked by Member Haugen regarding pavement repair and preservation on other City projects. Selle stated either a total rebuild, patching with an overlay, or just patching may be done depending on the requirements of the street. In general, if the street is an arterial it will have much heavier and more intensive pavement preservation needs. Chairman Wagner asked if chip seal will be an option on the M Street project. Selle responded chip seal is a temporary fix for a short duration and would not be a good application in this situation.

Vice-Chair Cerino asked if more than one company does chip seal. Mayor Lewis answered that one of the reasons Council reviewed chip sealing was because there was a very narrow range of companies that would do chip seal and when the pricing was reviewed it was found doing thin overlays was a better long term value for the City. Director Dowdy stated he spoke with ICON and was told if the City had a project that was of a high enough volume ICON would be interested in submitting a bid, but because ICON would have to retool its facility to perform chip sealing, the project would have to be of a substantial size.

It was moved by Vice-Chair Cerino, seconded by Member Haugen, that the Committee recommend Council approve final pay estimate no. 1 to contract no. 08-16 to Doolittle Construction and accept construction of project no. CP0812, 2008 Citywide Arterial Crack Seal Project.

Motion carried 3-0.

- D. APPROVE FINAL PAY ESTIMATE NO. 3 TO CONTRACT NO. 08-07 FOR THE AMOUNT OF \$43,829.90 FOR A TOTAL CONTRACT PRICE OF \$124,626.50 TO RODARTE CONSTRUCTION INC. AND ACCEPT CONSTRUCTION OF PROJECT NO. CP0759, OLYMPIC MIDDLE SCHOOL PEDESTRIAN IMPROVEMENTS

Chairman Wagner asked if "no parking" signs were installed to prevent football spectators from parking on the path and grass area along H Street, as they have done in the past. Project Engineer Dunsdon answered there are "no parking" signs installed and the grant includes funds for the school to provide enforcement through the current school year.

It was moved by Vice-Chair Cerino, seconded by Member Haugen, that the Committee recommend Council approve final pay estimate no. 3 to contract no. 08-07 to Rodarte Construction Inc. and accept construction of project no. CP0759, Olympic Middle School Pedestrian Improvements.

Motion carried 3-0.

III. ISSUE

A. ORDINANCE NO. 6219 AMENDING ORDINANCE NO. 6183 TO EXTEND THE EFFECTIVE DATE – AGENDA MODIFICATION

City Attorney Heid provided information regarding Ordinance No. 6219. Heid stated Council is being asked to consider extending the zoning that is set to expire. Assistant Planning Director Snyder, Principal Planner Dixon, and Planner Andersen were present to answer Committee questions.

It was moved by Vice-Chair Cerino, seconded by Member Haugen, that the Committee recommend Council introduce adopt Ordinance No. 6183 to extend the effective date.

Motion carried 3-0.

IV. DISCUSSION AND INFORMATION

A. RESOLUTION NO. 4424 - 2009 FEE SCHEDULE UPDATE

City Attorney Heid was present to answer questions posed by the Committee. The Committee reviewed the Public Works portion of the Fee Schedule Update, starting on page 23. Chairman Wagner asked what formula was used to determine the department fee increases. City Attorney Heid responded a resolution is brought to Council every year and each department submits what they feel is warranted to keep their fees in conformity to their departmental costs and that is what brought Resolution No. 4424 forward.

Chairman Wagner commented the Truck-Dependant Land Use Supplementary Transportation Impact Fee Rate Schedule may need to be reviewed in more detail at a later date. Wagner continued stating the fees appeared low for the Industrial categories and it is difficult to reconcile the Commercial Restaurant categories. Wagner asked for feedback from the Committee about the Truck Fees. The City has completed 2 of the 3 phases originally planned fees related to Truck Impacts. Mayor Lewis responded the Valley Cities are currently looking at presenting a door tax for Phase 3. The Valley Cities are looking at how to finance the truck corridors because the current fees paid by truckers go directly into the State general fund and not to the Cities. After reviewing their options, the Valley Cities developed a tax on dock high doors. The idea is to take the cost of the truck corridors, assign a percentage of cost of truck traffic and calculate the cost of repairing the corridors to bring them to a Pavement Condition Index (PCI) of 70 and then calculate the tax each dock high door would be charged per year. Vice-Chair Cerino asked about the PCI of 70 being the standard, as any street above 70 is considered sustainable. Mayor Lewis responded the Council decided a PCI of 70 would be the standard. Director Dowdy stated it is the City's system wide average standard and there will be portions of the corridors that will be well above a PCI of 70, in order to obtain an average of 70. The Committee continued discussion about the possibility of a door tax being introduced by the Valley Cities. Mayor Lewis commented if the State were to pass a street utility tax, the door tax might be unnecessary. Mayor Lewis continued, a street utility tax would be best to address the

issue however it would take a change in State Law. Chairman Wagner asked the Committee revisit the issue in Summer 2009, following the meeting of the State Legislature.

In response to a question from Chairman Wagner concerning the source of the increases, staff responded that the Traffic Impact Fees were revised based on an update to the project list used as a basis for the fee, including new projects and updated project costs. The Truck-Dependant Land Use Supplementary Transportation Impact Fee Rate was increased based on the Cost of Living Index for a two year period. Neither of these fee structures have been modified since their approval in 2006. The Committee requested a review of the 20% Revenue Credit for the impact fees at a future meeting including a review of the basis of the credit and how it is used.

Vice-Chair Cerino asked how the City differentiates between Restaurant and Fast Food Restaurant. Director Dowdy responded Fast Food Restaurants must have a drive-thru.

The Committee is in consensus with Resolution No. 4424, 2009 Fee Schedule Update

B. COMPREHENSIVE STORMWATER PLAN – POLICIES AND CRITERIA

Storm Drainage Engineer Carlaw gave the Committee a brief overview of the Comprehensive Stormwater Plan Policies and Criteria developed by staff and the consultants at Brown and Caldwell. Carlaw stated the existing Comprehensive Plan did not have a section regarding service policies and system standards. The summary spreadsheet given to Committee provides a comparison of existing and proposed policies and levels of service. Staff is trying to consolidate some existing policies and add some new ones in an effort to improve clarity in the plan

Mayor Lewis asked about Item 10 and the wording in the policy description. Mayor Lewis asked if the policy description will make it a requirement that at every pump station have pump redundancy and backup power generators or dual power feeds. Storm Drainage Engineer Carlaw answered the City should "seek to provide" and, with exception of one station, the terms of the proposed policy are being met. Mayor Lewis recommended the wording of the policy description be changed from "will provide" to "should seek" or "plans to provide." Carlaw commented the language will be updated through out the spreadsheet.

The Committee reviewed the spreadsheet item by item:

Item 1: Chairman Wagner asked what determined the flooding protection goal should be changed to no more than once every 100 years from once in 25 years, as stated in the 2002 Drainage Plan Policy. Carlaw answered staff is trying to separate the different levels of service based on a criticality assessment with the goal of focusing utility resources most efficiently. Carlaw expanded, explaining that, regarding critical facilities, the City would want to provide a greater level of protection than the City at large. Carlaw continued that less critical facilities or areas would have a lower level of service, such as private property, which would have a flood disruption goal of a 50 year return frequency. The 25 year goal is applicable to the street network.

Chairman Wagner asked how staff would determine a solution to prevent flooding and reach the 100 year goal. Carlaw answered the model being developed would assist staff with a prediction using existing problems. Staff would review different alternatives to find the best, most cost effective solution. Chairman Wagner stated he wanted to be sure that putting in more stringent goals would not lead to using too much real estate to build storm retention ponds. Wagner recommended the goal be stated with some mention as to how it can be reached, for example,

adding the statement, "This can be accomplished by a variety of engineering solutions, not simply by retention ponds," or a similar statement to that effect. Chairman Wagner asked for feedback from the Committee. Vice-Chair Cerino was in agreement with Chairman Wagner. Assistant Director/City Engineer Selle noted most of the solutions for flooding in critical areas are conveyance type improvements in the vicinity of the facilities and would not involve trying to purchase property and build retention ponds. Chairman Wagner pointed out the increase in capital costs that might be generated by improving conveyance systems to reach the 100 year goal. Director Dowdy said Storm Drainage Engineer Carlaw can come back to the Committee after running the model, using the proposed updated standards, and see if there are large improvements needed to reach the standards prior to adoption of the Comprehensive Plan. Assistant Director/City Engineer Selle explained part of the Comprehensive Plan process is to make some policy assumptions, run the model and see the capital impact. If the capital impact is too high, policy can be updated accordingly. Director Dowdy stated the spreadsheet is in draft form and points out policy the Committee may want to adjust after reviewing the capital impacts.

Item 2: Chairman Wagner commented that a 25 year goal for roads is acceptable if there is an alternative access route, however it is unacceptable if there is no alternative. Wagner recommended an addition to the wording of the policy to reflect 25 years is sufficient in most cases, but if there is only one access route to an area, with significant population, there may be a goal greater than 25 years. This is primarily because of the importance for access for emergency vehicles. Mayor Lewis concurred.

The Committee discussed the number of years being included in the Land Use Comprehensive Plan and maybe exact numbers should only be included in the Storm Drainage Comprehensive Plan.

Items 3 and 4: There were no questions or comments.

Item 5: Chairman Wagner asked to what the "CMMS system" is referring. Carlaw responded, Computerized Maintenance Management System, which is the data, assets, and facilities management system. Wagner asked if the system will be used for all facilities. Assistant Director/City Engineer Selle answered it would be, and would also be used for transportation. The system software is referred to by City staff as CarteGraph.

Item 6: There were no questions or comments.

Item 7: Chairman Wagner asked how staff will define "critical assets." Carlaw responded this involves gathering information in CarteGraph, analyzing and prioritizing the data, and then ranking the asset's lifecycle. Therefore, "critical" would identify a facility nearing the end of its lifecycle in CarteGraph. Building the data would be part of the inventory process discussed previous Public Works Committee Meetings. The database can be used to predict facilities that will be in need of replacement or repair. Chairman Wagner suggested the definition of "critical" be expanded to include the areas the facilities protect, for example, the pump that protects the hospital. Utilities Engineer Repp responded "critical" is a combination of the age of infrastructure, the function it performs, and the consequence of failure. Chairman Wagner recommended the CMMS be referred to as the method for determining what "critical asset" means. Utilities Engineer Repp stated a more detailed definition of "critical" will be included in the text as well.

Item 8: Chairman Wagner asked how the figure 10% was arrived at. Storm Drainage Engineer Carlaw answered staff felt the number was a reasonable number that the City could seek to achieve. Chairman Wagner recommended using "XX%" instead of a real number until the inventory is complete. Mayor Lewis agreed.

Item 9: There were no questions or comments.

Item 10: Chairman Wagner asked how many pump stations currently have backup power. Carlaw answered there are two, out of six, stations that have fixed power source backup generation. Wagner asked if the plan required being 100% compliant to provide back up power for all pump stations in the next six-year planning cycle. Carlaw answered it does, and the goal is to have power generators or dual power feeds, which are portable generation systems to be used as a second source of power.

Item 11: Chairman Wagner questioned the reference to NPDES, asking if it should be referenced in the Comprehensive Plan. Utilities Engineer Repp responded the City is bound by the terms of the NPDES permit and staff wanted to include it in the Comprehensive Plan so as the City plans for system updates or upgrades the linkage can be made to the permit requirements. Staff felt it important to include NPDES in the planning process. Also, the Comprehensive Plan and NPDES should be linked because they run on the same cycle; both are updated every five years. Repp stated that NPDES will affect both City and developer projects. Repp explained that NPDES requirements will be brought to the Committee in the future. Chairman Wagner stated NPDES should be included in the Comprehensive Plan text, however staff may want to reconsider using it as an example on the spreadsheet.

Item 12: There were no questions or comments.

Item 13: Chairman Wagner commented on the statement "over time" and recommended it be struck out.

Storm Drainage Engineer Carlaw provided the Committee with a definition of "Ecology-equivalent stormwater manual." There are several manuals that have received an equivalency designation from the Department of Ecology. The City does not want to adopt the Ecology manual outright because it does not work well. The City has the King County, Pierce County, and Tacoma manuals, which are of equivalency status, to help guide staff. The term used for the three manuals is "Ecology-equivalent."

Chairman Wagner recommended rewording the second sentence, and move the word "all" to the beginning of the sentence. Utilities Engineer Repp asked Chairman Wagner if he would like the staff to include a new policy encouraging low impact development. Chairman Wagner stated he would.

Items 14 and 15: There were no questions or comments.

Item 16: Chairman Wagner asked that grants and public/private partnerships be included as sources of income. Wagner also commented on the oversight of private management facilities. Mayor Lewis asked what the recapture for the expense of inspection of private storm facilities is and if there is an inspection fee. Assistant Director/City Engineer Selle answered there are permit fees but no ongoing yearly inspection fee. Selle stated that the cost of inspections is included as part of the monthly utility rates. Wagner suggested more information regarding private facilities be included. The Committee discussed the City Code and penalties for private storm facilities.

Items 17 through 21: There were no questions or comments.

C. COMPREHENSIVE SANITARY SEWER PLAN – POLICIES AND CRITERIA

Sanitary Sewer Engineer Elwell gave the Committee background information on the Comprehensive Sanitary Sewer Plan policies and criteria. Like the Comprehensive Stormwater Plan, the existing Comprehensive Sanitary Sewer Plan did not have a section for policies and system level of service. In the current plan, policies are scattered through out the document and also in the City's Comprehensive Plan. Staff went through the both plans and consolidated the goals and policies into a new chapter for this plan.

Chairman Wagner asked Elwell to verify all of the technical information to be included in the Comprehensive Sanitary Sewer Plan and not the Comprehensive Land Use Plan.

Item 1 and 2 – Service Area: Chairman Wagner asked how rural areas, now referred to as residential conservancy area, will be handled and will the City press for sewer service to be provided in those areas. Sanitary Sewer Engineer Elwell responded the Comprehensive Plan will project sewer service to all areas within City Limits. Mayor Lewis asked if it is a requirement to plan for a citywide sewer system. Elwell responded it is not a requirement and the policy was taken from the existing Comprehensive Plan. Mayor Lewis asked what Council would like to propose that staff to look at. Chairman Wagner suggested the statement, "where it makes economic and long-term planning sense," be included.

Vice-Chair Cerino stated he was under the impression requirements to provide sanitary sewer was dictated by the Department of Health.

Assistant Director/City Engineer Selle clarified that the Committee did not want planning efforts to include residential conservancy areas.

Member Haugen stated she is against property owners whose property is on a septic tank system being required to hook up to sanitary sewer, particularly in rural areas. Mayor Lewis stated a City policy he admired is as long as the septic system functions, according to the Department of Health, no demands are made on the property owner. Only if there are no choices left, is there a requirement to hook up. Chairman Wagner asked how the policy of not forcing hook ups in order to achieve the goal of providing public sanitary sewer service can be included. Assistant Director/City Engineer Selle responded planning can be done to serve those areas and a policy statement can be added regarding septic systems. Member Haugen commented that she feels planning to serve the public with sanitary sewer is good, but is against forcing hook ups.

The Committee discussed the King County Department of Health requirements to hook up to sanitary sewer. If sewer is available within 200 feet of a property, King County will not approve repairs to a septic tank.

Item 2: Chairman Wagner asked if the Muckleshoot Indian Tribe (MIT) came through any King County property zoned as rural when hooking up to the sewer. Mayor Lewis answered they did not. Chairman Wagner asked about the possibility of the MIT hooking the White River Amphitheater up to sewer. Elwell responded because of the MIT relationship with King County, they could do so if they wanted.

Items 3 and 4: There were no questions or comments.

Item 5: Chairman Wagner asked if the gravity sewer is the most effective method. Elwell answered gravity sewer is usually the most effective but not always the most cost effective and that is why the word "cost" was struck out of the proposed policy.

Items 6 through 8: There were no questions or comments.

Item 9: Chairman Wagner recommended comments about grants be added because "self-supportive" implies all funding is coming from rates.

The Committee discussed whether or not private sewer systems should be mentioned. Sanitary Sewer Engineer Elwell stated there are occasionally systems that are larger than a typical side sewer which feed into the City's system, such as mobile home parks or Boeing and those are considered private systems. The City does not provide any oversight.

Items 10 through 12: There were no questions or comments.

Item 13: The Committee discussed whether or not rates are reviewed annually. Director Dowdy reported rates are usually reviewed at the same time the Comprehensive Plan is reviewed, approximately every five years. The Committee recommends the wording be changed from "annually" to "as necessary" or "as part of the budgeting process."

Item 14: There were no questions or comments.

Item 15: Chairman Wagner stated the policy needs to include the areas where surcharges may be appropriate.

Items 16 through 20: There were no questions or comments.

Item 21: Chairman Wagner asked if the City wants to eliminate infiltration and inflow (I/I) flows, why would the City size gravity sewers which include them. Elwell answered a lot of I/I flow comes from private systems and cannot be completely eliminated. The gravity sewers must be sized to convey that and prevent sewer backups. Assistant Director/City Engineer Selle stated it is an industry standard and some allowances must be made or it will create capacity problems in the system.

Chairman Wagner recommended the policy state that it is the City's goal to reduce I/I flows.

Items 22 through 31: There were no questions or comments.

Item 32: Chairman Wagner pointed out a portion did not print. Elwell said "King County portions" completes the policy description.

D. CODE UPDATE PROJECT – DESIGN STANDARD SECTIONS 10.00 THROUGH 10.01

Assistant Director/City Engineer Selle explained the portion of the Design Standards, Sections 10.00 through 10.01 were included in the agenda packet and the subsections, 10.01.03 - Local Streets, 10.01.4 - Alleys, and 10.01.6 - Half-Streets, were highlighted in yellow. The highlighted portions, based on previous discussions with the Committee, were determined to be sections for discussion. Also included the portion of the City code related to the requirement for a Half-Street improvement, ACC 12.64A.

10.00 Preface: Chairman Wagner stated he would like to discuss improved wording for the third paragraph of the Preface. The question is how to allow the reduction of a standard when it makes sense instead of only requiring an increase of a standard, as it is made reference to in the paragraph. Assistant Director/City Engineer Selle answered reduction of the standards is done through the deviation process and most of the requests for reductions are made due to physical constraints. Wagner reiterated Council wants to make the Design Standards more prescriptive, even in the guidelines staff uses when exercising professional judgment. Selle suggested, instead of having the information included in the preface of each chapter, incorporating language at the beginning of the Standards that covers the deviation process. Selle said Council wants staff to be very judicial in granting the deviations and it would be beneficial to staff to have policy type statements outlining the criteria to be used in evaluating a deviation request instead of describing each individually in the individual sections. Chairman Wagner asked for language to be brought to the Committee for review.

10.01 Street Classifications: Chairman Wagner stated there should be more detail involved when classifying streets. Assistant Director/City Engineer Selle stated that a lot of the methodology used in street classification comes from the Comprehensive Transportation Plan and within the Design Standards the objective is to give enough information on the Comprehensive Plan designation as to what the classifications are, so from the designer's stand point, they understand what each classification is. All of the existing street classifications are identified in the current Comprehensive Plan. Selle said there are rare cases when a development is big enough that they may be putting in classified streets within that development, and those are typically identified in the Comprehensive Plan. Almost all developments the City will have will be using existing streets or will be constructing local streets. Selle recommended that the Committee revisit the issue of street classifications during the review of the Comprehensive Plan Update. Chairman Wagner concurred.

Chairman Wagner asked if bicycle lanes are adequately detailed in the Design Standards. Assistant Director/City Engineer Selle answered the issue of bicycle lanes would be a policy decision and should also be reviewed during the update of the Comprehensive Plan. Chairman Wagner requested bicycle lanes on minor arterials be revisited during the next review of the Comprehensive Plan.

10.01.2.3 Rural Collector: Chairman Wagner recommended this subsection be included within another subsection and that Public Works staff consult with Mayor Lewis and Planning Director Baker in regard to the use of the term "rural."

Chairman Wagner asked if meandering centerlines have been quantified and if they have not been, they should be discussed. Selle responded meandering centerlines are covered more in the standard details. Selle distributed copies of the Standard Details showing the cross-sections for each street classification. Assistant City Engineer Gaub stated the details are included in the Construction Standards Manual.

10.01.3.1 Local Residential: Chairman Wagner asked if the City allows rolled curbs. Director Dowdy answered it has been taken out of the City's Standards. Assistant City Engineer Gaub said it can be found in existing developments and in some of the plats done by King County where the City was not providing water or sewer services.

10.01.3.4 Private Streets: Assistant Director/City Engineer Selle responded to questions asked by Chairman Wagner regarding standard details for private streets. Selle said if a private street is not a local access tract, then staff matches the closest standard available, which is usually the Local Residential Street classification with the exception that the pavement width must be wider or the roadway marked as a fire lane. The committee asked that this sections consistency with the Comprehensive Plan be verified.

Chairman Wagner asked why a Storm Water Easement is required from a private street but no easements for the other utilities. Selle answered if there were other public utilities a Public Utilities Easement would be issued. The Storm Water Easement and Maintenance Agreement is listed specifically because usually on private streets there are private storm water facilities. Assistant City Engineer Gaub added a Storm Water Easement and Maintenance Agreement is required for any development with a private storm water facility and provides the City with the permission to complete inspections and also provides the maintenance plan the applicant intends to follow.

10.01.4 Alleys: The Committee discussed the policy that alleys will no longer be public and all new alleys shall be private. Selle commented if alleys are designed correctly drivers should not be cutting through on them and they should be for local access only.

Chairman Wagner and Vice-Chair Cerino are in support of the current policy regarding alleys as stated in the Design Standards: All new alleys in new plats shall be private. Member Haugen is hesitant to give support.

Assistant Director/City Engineer Selle stated the most common problem staff has with alleys is in a retrofit situation when a new development is using an existing alley. The majority of existing alleys are 16' in width and the Design Standards ask for alleys to be 20' in width. Sometimes developers do not own all of the property along the alley that would allow them to dedicate and widen the alley. In addition, many existing alleys are gravel and the Design Standards call for alleys to be paved. This can be costly to do at times because of the potential drainage facilities that may be needed. Selle said it would be helpful to have more direction for staff as to what should be done in cases of retrofitting 16' alleys, i.e. should the alleys be paved, should the developer be required to widen portions of the alley, should access to narrower portions be limited, etc. Selle said there are a lot of retrofit issues faced by staff, more than the issues handled in new developments. Chairman Wagner replied in-fill is the sensible way to add density in the City and to the degree the City is requiring all of the retrofitting suggested by Selle discourages in-fill development. Member Haugen stated paving alleys could lead to increased speeding. Chairman Wagner said on commercial development the City should require widening of alleys along the development's frontage and paving of the alley to the preferred street access point and in cases of residential conversion to commercial use. Wagner continued, in cases of residential development, if the alley is the only access to the structure, it should be paved to the nearest access but not necessarily require widening. Assistant Director/City Engineer Selle stated staff could propose language that will be sensitive to the small in-fill and conversion type developments which would not make it overly burdensome to those types of developments.

Chairman Wagner said sight-distance needs to be addressed on alleys. Assistant Director/City Engineer Selle replied the zoning code is where issues related to fence heights and building

setbacks, which contribute to the site distance issues, would be better addressed, and can be done during the Code Update Project.

10.01.06 Half-Streets: Chairman Wagner asked where lighting on half-streets is covered in the standards. Assistant City Engineer Gaub responded street lighting is addressed in the code and the minimum standards are referenced in the Design Standards and they also state using any element of the street classification cross section that is necessary. Determination of the need for street lighting improvements is dependant on each individual situation, such as, does lighting already exist, is there a lighting system to expand, how many lights would be necessary. Half-Streets are reviewed case by case to determine what would make the most sense on that street.

The Committee discussed the language regarding the installation of IT conduits during construction. Assistant City Engineer Gaub replied that this is covered in both the City Code as a requirement and in Chapter 12 of the Design Standards.

The Committee requested that the word "proposed" be replaced with "required" in the beginning of the third to last paragraph of this section.

Selle proposed the next section to be reviewed be section 10.02 and that the Committee continues the update using two documents, written recommendations with an action list and a matrix so changes can be tracked without losing content. For complex changes a comparison matrix will be used.

E. CAPITAL PROJECT STATUS REPORT

Item 1 – C1006 - 3rd Street SE / Cross Street Improvement Projects: Senior Project Engineer Helbig and Assistant City Engineer Gaub answered questions asked by Member Haugen regarding right-of-way acquisition and the shopping center at 3rd Street SE and Cross Street.

Item 7 – CP0635 - 2007 Gateway Project M Street SE: Member Haugen asked what the final cost of the project is. Helbig answered the final pay estimate has not been completed but it will be near the total estimated cost as shown. Haugen asked where the gateway sign north of Auburn will be located. Helbig answered a location has not yet been chosen. The Planning Department will be proposing a site.

Item 12 – C504A – R Street SE Utility Improvements: Chairman Wagner asked if the right-of-entries will be collected prior to bid on December 16th. Helbig answered right-of-entries are not required to move forward with awarding the project but are needed before work can be completed in those areas.

Item 18 – C207A - A Street Corridor – Phase I: Chairman Wagner asked about a noise barrier being constructed in front of an apartment complex on A Street. Helbig stated that the current construction is not part of the A Street Corridor project, but is a private development project that is building a portion of the roadway. The private development does not require a noise barrier and the Corridor project's noise barrier issue is located south of the private development.

Item 20 – CP0634 – 4th Street NE Sewer Force Main: Member Haugen asked if the surveys were mailed to residents. Director Dowdy answered the letters and surveys were mailed on November 25th and the surveys need to be returned to the City by December 15th.

Item 21 – CP0611 – Harvey Road and 8th Street NE Improvements: Member Haugen asked if staff had copies of the right-of-way for the corridor. Selle answered staff has the tentative

alignment, however it is very preliminary. Chairman Wagner indicated that Council Members should allow staff adequate time to complete the design and project work.

Item 27 – C518A – Downtown Water Quality Facility: Member Haugen asked if the facility will serve residents on Western Avenue. Helbig answered it will not as it is located east of Western Avenue, on Clay Street.

F. SCORE (SOUTH KING COUNTY CORRECTIONAL FACILITY) – AGENDA MODIFICATION

Finance Director Coleman reported development of the South King County Correctional Facility is moving forward and a check is being presented to Council for approval in the amount of \$31,250.00 to the City of Renton for this year's share of the costs for the City of Auburn. The City of Auburn is in for 29.3% of the total cost of the facility. Coleman continued, explaining the formation of the Public Development Authority (PDA), which includes an ordinance approving both the interlocal agreement and PDA, needs to be approved by Council no later than January 2009.

The Committee reviewed the Preliminary Financing Estimate. Coleman stated the total city contributions and the sale of the Bellevue property will fund the estimated \$5,203,000.00 of the design and permit work, prior to the issuance of bonds.

Finance Director Coleman reviewed the timeline with the Committee. The Committee discussed the location of the facility.

Chairman Wagner asked how many beds the City of Auburn is being allocated. Coleman answered approximately 190 beds capital cost, which is based on 2007 adult population. Mayor Lewis explained future use projections are based on current population data and it is the best estimate if the City is very diligent in using other programs as well. The Committee discussed the cost of medical patient prisoners. It has been calculated paying into SCORE is more cost effective than the City of Auburn building a facility.

Member Haugen asked from what City fund the March 2009 payment of \$720,717.00 will be taken. Coleman answered the Cumulative Reserve Fund. Coleman answered questions asked by Chairman Wagner regarding payments to the Debt Service and percentages paid by other cities.

Finance Director Coleman reviewed the General Obligation (GO) Bond Debt Analysis graph with the Committee and discussed the importance of securing funding sources. Following review, Chairman Wagner commented that maybe the SOS program should not be accelerated as Council had previously wanted. Mayor Lewis answered questions regarding the bonding of the Annexation.

V. ADJOURNMENT

There being no further business to come before the Public Works Committee, the meeting was adjourned at 6:14 p.m.

Approved this _____ day of _____, 2008.

Rich Wagner
Chairman

Jennifer Rigsby
Public Works Department Secretary

File: 17.2